

Message Text

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PAGE 01 HELSIN 00633 021254Z
ACTION FAA-00

INFO OCT-01 EUR-12 ISO-00 EB-08 DOTE-00 /021 W
-----088089 022255Z /66

R 021144Z MAR 78
FM AMEMBASSY HELSINKI
TO SECSTATE WASHDC 2439
INFO AMEMBASSY BRUSSELS
AMEMBASSY COPENHAGEN
AMEMBASSY MONTREAL
AMEMBASSY OSLO
AMEMBASSY STOCKHOLM

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BRUSSELS FOR FAA

EO 11652: N/A
TAGS: EAIR, ICAO, FI, XT
SUBJECT: TRSB MICROWAVE LANDING SYSTEM DEMONSTRATION AT BRUSSELS

REF: STATE 0463177 (NOTAL)

1. FINNISH AVIATION AUTHORITIES HAVE NOT YET DECIDED ON
THE APPROACH THEY WILL TAKE IN VOTING ON COMPETING LANDING
SYSTEMS AT THE FORTHCOMING ICAO ALL WEATHER OPERATIONS
MEETING AT MONTREAL. IN DISCUSSIONS WITH THE ECONOMIC COUNSELOR
ON MARCH 1 K.J. TEMMES, DIRECTOR GENERAL OF THE NATIONAL
BOARD OF AVIATION, STRESSED THE IMPORTANCE OF
DECIDING QUICKLY ON A REPLACEMENT FOR THE CURRENTLY USED
INSTRUMENT LANDING SYSTEM (ILS). NOT ONLY IS HE CONCERNED
ABOUT THE TECHNICAL INADQUACIES OF THE ILS, BUT ALSO HE

FEARS PROLIFERATION OF DIFFERING AND INCOMPATIBLE SYSTEMS
SHOULD THE ICAO NOT SOON REACH A DECISION. MARTTI LAMPI,
CHIEF OF THE BOARD'S TELECOMMUNICATIONS SECTION,
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PAGE 02 HELSIN 00633 021254Z

ALSO STRESSED THE ADVISABILITY OF COMING
TO A DECISION IN MONTREAL. HOWEVER, LAMPI IS MORE IMPRESSED BY THE
POTENTIAL ADVANTAGES OF THE WEST GERMAN SYSTEM, WHICH
HAS BEEN SET FORTH TO THE FINNS ONLY ON PAPER, THAN
BY THE US OR BRITISH SYSTEMS. HE SAID THAT THE WEST
GERMAN SYSTEM APPEARS LIKELY TO BE LESS EXPENSIVE,
CAN BE INTEGRATED AS AN OPERATIONAL COMPONENT IN

AIR TRAFFIC CONTROL SYSTEMS, AND HAS A DATA TRANSMISSION CAPABILITY THAT THE OTHER SYSTEMS LACK. LAMPI MENTIONED AS ONE POSSIBLE OUTCOME AT MONTREAL DECIDING TO ALLOW ONE MORE YEAR BUT NO MORE THAN ONE YEAR FOR FURTHER DEVELOPMENT AND DEMONSTRATION OF THE WEST GERMAN SYSTEM. JARL ANRKIL, THE BOARD'S CHIEF INSPECTOR FOR FLIGHT OPERATIONS, WHO HAD OBSERVED TESTS OF BOTH THE US AND THE BRITISH SYSTEMS, WAS MORE FAVORABLY INCLINED THAN TEMMES OR LAMPI TOWARD SELECTION OF THE US SYSTEM. HE FOUND THE DEMONSTRATION THAT HE AND LAMPI ATTENDED IN BRUSSELS VERY IMPRESSIVE. HE BELIEVES THE AMERICAN SYSTEM PROVIDES AIRCRAFT WITH CLEARER GUIDANCE AND WAS IMPRESSED BY THE POINT MADE BY THE FAA THAT THE US, WHEN FACED WITH A CHOICE BETWEEN PROCEEDING WITH A DOPPLER-TYPE SYSTEM LIKE THAT DEVELOPED BY THE BRITISH OR TURNING TO A TIME/REFERENCE SCANNING BEAM APPROACH CHOSE THE LATTER AS BASICALLY A MORE ADVANCED APPROACH. HE DID NOTE, HOWEVER, THAT NEITHER THE US NOR THE BRITISH SYSTEM HAS TO HIS KNOWLEDGE BEEN DEMONSTRATED UNDER SNOW CONDITIONS.

2. NORDIC COUNTRIES' AVIATION AUTHORITIES WILL MEET IN COPENHAGEN ON MARCH 15 AND WILL EXCHANGE VIEWS ON THIS SUBJECT. IN CONTRAST WITH THE NORDIC COUNTRIES' POLICY ON MOST INTERNATIONAL ECONOMIC ISSUES OF SEEKING AGREEMENT ON A COMMON POSITION, AT MONTREAL LIMITED OFFICIAL USE

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PAGE 03 HELSIN 00633 021254Z

ON THIS ISSUE THEY WOULD FIND NO OBJECTION IN PRINCIPLE TO SUPPORTING DIFFERING APPROACHES. RIDGWAY

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Message Attributes

Automatic Decaptioning: Z
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: EXHIBITS, MICROWAVE EQUIPMENT, NAVIGATIONAL AIDS
Control Number: n/a
Copy: SINGLE
Draft Date: 02 mar 1978
Decaption Date: 20 Mar 2014
Decaption Note: 25 YEAR REVIEW
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978HELSIN00633
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780096-0530
Format: TEL
From: HELSINKI
Handling Restrictions:
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t197803116/aaaadudq.tel
Line Count: 97
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: d4e33dba-c288-dd11-92da-001cc4696bcc
Office: ACTION FAA
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: ONLY
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: ONLY
Reference: 78 STATE 463177
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 05 may 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: N/A
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3144310
Secure: OPEN
Status: NATIVE
Subject: TRSB MICROWAVE LANDING SYSTEM DEMONSTRATION AT BRUSSELS
TAGS: EAIR, FI, XT, ICAO
To: STATE
Type: TE
vdkgvwkey: odb://SAS/SAS.dbo.SAS_Docs/d4e33dba-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014